CHURCHES.

THE restoration at St. Andrew's Church, Ampthill, has been completed, and the building re-opened. The ancient mutilation instigated by family pride and exclusiveness, has been repaired, and the whole church fitted up with open uniform seats, and galleries no longer interfering with the pillars and arches which have been restored, and the aisles paved with tiles. A new roof of oak covered with lead has been presented by the Rev. G. Maule, the rector, who has also replaced a perpendicular window that had been walled up, and restored the east front externally. The remainder of the exterior, however, is still in a discreditable condition, but the Duke of Bedford, according to the *Bedford Times*, has offered liberally towards its restoration. Mr. J. W. Burrowe, of Clophill, executed the works under the superintendence of Mr. J. T. Wing, of Bedford, who also erected the east window.——The new church of Holy Trinity, lately erected at Skirbeck, near Boston, and consecrated on Tuesday week, is built of hammer-dressed Ancaster freestone, with worked stone at the quoins and buttresses, doors and windows. The interior length, from east to west, is 96 feet, by a width of 46 feet.——The new church recently erected at Hursley, on the site of the old one, was consecrated also on Tuesday week. It is in the Decorated style, with a nave, chancel, aisles, and the original tower erected 500 years since by Bishop Edgerton. The chancel is paved with encaustic tiles.——A subscription of 500*l.* is being raised for the restoration of the Church of St. Philip and Jacob, Bristol. ——A new church is about to be erected at Abberley, Worcestershire, at the expense of Mrs. Moilliet and Mr. James Moilliet.—— The church of Holy Trinity, Abbot's Leigh, near Bristol, was opened on Sunday last. It has been rebuilt at the expense of the member for the county, Mr. William Miles. It is now a uniform structure of perpendicular, or third-pointed Gothic, the church having been erected to assimilate with the tower, which was not destroyed by the fire. The plan is a tower, nave, north and south aisles, chancel and sacristy, with open timber roofs, low seats, and chancel stalls. The windows are filled with painted glass.——St. Jude's Church, Eldon, Sheffield, is being roofed. It has been built over an old coal mine, but anxiety on that account is said to have ceased, we do not exactly know why, nor wherefore such a site was chosen at all, unless merely because it was offered as a gift. The intention to erect a tower and spire has been abandoned, from "a desire to forego all dispensable decorations and appendages." The estimated cost, according to the *Sheffield Times*, will be 2,000*l.*, and the church will accommodate 730 persons. The site was a gift of Mr. Samuel Younge. Mr. Joseph Mitchell is the architect.——The new church at Follifoot, Spofforth, opened on Sunday week, consists of a nave and chancel, with belfry at west end. It accommodates 150 persons, and cost, including site and stone, about 750*l.*, contributed principally by Lord Harewood and Sir Joseph Radcliffe.

DECORATION OF THE HAYMARKET THEATRE.

WE have already mentioned the new decorations recently executed in the Haymarket Theatre by Mr. Sang, under the direction of Mr. Manby, but reserved an opinion until we had the opportunity of judging of them personally. The fronts of all the boxes are light cream colour, with gilt running scrolls upon them. The ceiling and proscenium alone display colour and design, and are remarkably sparkling and elegant. The ground of the ceiling is light blue, with medallions, circles, and other geometrical forms on it, containing cupids, heads, birds, and flowers, mostly very small, and giving a chintz-like appearance, but carefully and harmoniously painted. The principal group—Tragedy and Comedy—in the centre of the proscenium, and the Cupids representing the seasons in the four spandrels of the ceiling, are cleverly painted. The connecting lines of entwining leaves and flowers, too, are very delicate. This ceiling has the merit of at once presenting an agreeable whole, and affording satisfying subjects for examination when looked at in detail.

The new drop scene is cleverly designed and painted: in respect of the design, however, if the screen or frame-work (a composition of Flemish Renaissance, attributed to Mr. Haghe) had seemed to stand on the ground, and so the central landscape been brought *lower*, and as to the painting, if this landscape had been a little brighter,—the general effect of the whole would certainly have been better.

It is very satisfactory to us to see the attention which is now paid to the decoration of public places, as we take some little of the credit of the movement to ourselves.

SCHOOLS OF DESIGN IN BELGIUM, AND LORD GRANVILLE.

SIR,—I was in Belgium when the distribution of prizes took place at the School of Design in the Potteries district, and did not have an opportunity of seeing the report of Lord Granville's speech till your notice of it last week.

I beg to correct an error in his lordship's statement that the School of Design in *Antwerp* was attended by 600 pupils. In truth, there is no school of design at all in Antwerp, nor in any of the cities of the kingdom of Belgium,—the manufacturers in that country relying entirely on copying the productions of France. There is an Academy of Arts in Antwerp, attached to the Museum, of considerable extent, held in the ancient convent of St. Augustin, the cloisters of which are formed into separate studios for sculptors, and the area covered in for the drawing classes. Thirteen hundred pupils receive instruction here at the present time, of whom one hundred and forty are sculptors: the remainder are instructed in artistic studies of the figure and painting.

The whole establishment is under the direction of the President of the Academy, the Baron Wappers. In a conversation with him, lately, he regretted the non-existence of a school of design applicable to manufactures in Belgium, and said he had petitioned the Government to establish one,—alluding at the same time to the great attention given to this subject in England, by referring to the pages of the *Art-Journal*, and its numerous cuts of designs for manufactured articles.

I may add, that Antwerp possesses no manufactory whatever of articles depending on design, being only celebrated for the beauty of its black dying of silks of an uniform colour. There is a small pottery established by an Englishman, but it is confined to common brown ware.—I am, Sir, &c., H. M.

FALSE APPEARANCES IN ARCHITECTURE.

CHIMNEYS IN CHURCHES.

IT has often struck me that one great point of difference between the architecture of the modern school and that of the ancient is that in the former the attempt is to disguise, and give a false appearance to many essentials in a building, while in the mediæval ages this was never done. In no point is this more seen than in that most necessary appendage to a church in our climate, a chimney. In modern churches, how often do we see this erected as an ornamented finial, a pinnacle, or even the head of a buttress, with the water-table pierced. Never have I met with any ancient example to justify this: on the contrary, I could name several churches in this country, where the fireplace is in one corner of the aisle, the flue carried up in the wall, and an unmistakeable chimney, with very good mouldings, according to the date, surrounding the whole.

One of the earliest examples is apparently about the date of Henry the Second, at the church near St. Lo, in Normandy. It is carried up at the side of the aisle, and surmounted with an octagon shaft, with very good plain mouldings to the base and cap. If we profess to copy ancient models, let us, at least, endeavour fairly to carry them out as they were intended by their designers, and I am sure that the more we give up the mockery and poor disguises of the present day, the more satisfactory and correct will our works become. C. W. ORFORD.

GAS IN THE CITY OF LONDON.

ON Wednesday evening in last week a meeting of influential inhabitants of the ward of Bishopsgate was held at the White Hart Tavern, to take into consideration the best means to be adopted for the purpose of improving the supply of gas in the city of London. A correspondent has forwarded to us the following note of the proceedings:—

Mr. G. Taylor having been called upon to preside, stated the purpose for which the meeting had been convened. Several gentlemen then addressed the company at considerable length. It appears, that the city of London is supplied by two companies, who, by arrangement, partition the ground between them; and that the Commissioners of Sewers have always objected to the entry of any other company into the city. As long since as the spring of 1845 it came to the knowledge of gentlemen in the ward that the company supplying it with gas was charging a higher price to consumers in the city than it was charging without the city boundary. A deputation waited upon the directors, and, after considerable trouble and a delay of twelve months, the reduction of 1*s.* per 1,000 feet was obtained. Soon after, cause for complaint was again given to the citizens, it having transpired that the company had made a further reduction of 1*s.* to all their customers except those within the city. Another application upon the subject was then made from the ward to the Chartered Gas Company, which not proving successful after considerable delay, a petition, signed by 200 inhabitants, was presented to the Court of Sewers, who, after hearing the petitioners and the directors of the gas company, decided upon not interfering in the matter. A decision so extraordinary led to further inquiry on the part of the petitioners, when it appeared, that in consequence of the great number of lights upon a given length of main within the city, the supply might be afforded to it at a lower price than to any other part of the metropolis,—indeed, that it might be supplied at 4*s.* per 1,000 feet.

It is well known that although the price of coals is higher in London than in some other towns, yet the high price obtained for coke places the city gas companies in as good a position as companies even in the immediate vicinity of coal pits. The fact is that the price of coals is altogether a trifling consideration in the matter, inasmuch as one ton produces 9,000 feet of gas. It is true that the gas companies have since reduced the price within the city to that paid elsewhere, but as if still determined to show that they will take an unfair advantage of their position, they have advanced the metre charge from 4*s.* to 6*s.* per annum within the city, although they have not done so in other districts.

Some strong remarks were made by some of the speakers upon the fact, that the Commissioners of Sewers had not protected their fellow citizens from such impositions: it was also remarked that the commissioners might have made an arrangement for possessing their own gas pipes, and then have contracted with any company they pleased for a supply to the citizens.

A resolution was proposed, that a petition which was read to the meeting, should be presented to the Court of Common Council, requesting them to use their utmost influence that the citizens may be supplied with gas upon the lowest terms: it was carried unanimously. It was also resolved that the representatives of the ward in that court be requested to support the prayer thereof. A sub-committee to carry out the object in view having been appointed, and a vote of thanks given to the chairman, the meeting separated.

A RAILWAY ENGINEER'S EPITAPH.—According to Mr. Noake, in his "Rambler in Worcestershire," the following epitaph is placed over the grave of a railway engineer in Bromsgrove churchyard, the date 1840:—

"My engine now is cold and still,
No water does my boiler fill;
My coke affords its flame no more,
My days of usefulness are o'er:
My wheels deny their noted speed,
No more my guiding hand they heed;
My whistle, too, has lost its tone,
Its shrill and thrilling sounds are gone;
My valves are now thrown open wide,
My flanges all refuse to guide;
My clacks also, though once so strong,
Refuse to aid the busy throng;
No more I feel each urging breath—
My steam is now condensed in death.
Life's railway's o'er, each station's past;
In death I'm stopped, and rest at last.
Farewell, dear friends, and cease to weep,
In Christ I'm safe, in him I sleep."

We need scarcely say we do not give this for imitation: such epitaphs are fearful mistakes,—amounting almost to profanity.

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